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[REDACTED]
Copy 11 of 12

11 APR 1973

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MEMORANDUM FOR: Director, CIA Reconnaissance Programs
SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST
Program Progress Report for the period 1 January 1973 -
31 March 1973.

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[REDACTED]
WENDELL L. BEVAN, JR.
Brigadier General, USAF
Director of Special Activities

Attachments -
As stated [REDACTED]

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[REDACTED]

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[REDACTED]

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25X1

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Page 2

25X1

C/SAS/O/OSA: [Redacted]

(9 April 1973)

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Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

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25X1

Section 1

25X1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 January 1973 - 31 March 1973)

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I. OPERATIONAL MISSION SUMMARY

A. Ten IDEALIST TACKLE operational missions were alerted during this period.

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All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of these missions:

1. Mission C013C was flown along the central China coast from Shanghai, south to Quemoy. This was an island search mission using the "B" camera. Due to 95 percent cloud cover, programmed COMIREX targets were covered.

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2. Mission C043C, planned for island coverage along the central China coast, was flown Weather again precluded coverage of all programmed targets; however, and six bonus COMIREX as well as nine non-COMIREX targets were covered.

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3. Mission C053C was flown in the Port Arthur area on Photo interpretability was fair and were covered, 15 of which were bonus.

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25X1

25X1

Section 1
Page 2

25X1
25X1
25X1

5. Mission C093C was flown in the Taiwan Straits area

[REDACTED] Photographic coverage was obtained of
42 targets, [REDACTED] of which were programmed. [REDACTED]

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6. Mission C103C was flown [REDACTED] along the
central China coast north from Quemoy to Shanghai. Photo-
graphic coverage was obtained of [REDACTED]

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B. Two missions were flown [REDACTED]
to obtain standoff photography of coastal North Vietnam with the
"H" camera. These missions were planned to approach no closer
than 12 nautical miles from the mainland or offshore islands. Excessive
cloud cover and heavy haze conditions combined with some processing
anomalies resulted in less than anticipated coverage of this area.

1. Mission S013E was flown [REDACTED] Excessive
cloud cover and haze were encountered after three photo
flight lines and the mission was aborted.

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2. Mission S023E, flown [REDACTED] was aborted
for weather after completing four photo flight lines.

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II. [REDACTED] GENERAL

A. [REDACTED] RED DOT - Eight sorties were flown in support of continuing film tests using various film types and camera configurations.

[REDACTED]

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25X1

Section 1

Page 3

25X1

25X1

E. "B" Lens - Two qualification flights were flown with the modified "B" configuration.

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F. COMPASS TRIP - Seven sorties were flown to complete the multi-sensor coverage of controlled poppy growth in Puerto Rico. Two sorties were flown with black and white film, three with color, and two used the multi-spectral system. McCoy AFB, Florida was used as an operating location.

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III. PILOT AND AIRCRAFT STATUS (AS OF 31 MARCH 1973)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 2 U-2R

Pilots

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B. Detachment "H"

Aircraft

Pilots

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TOP SECRET

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Section 2

IDEALIST

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DEVELOPMENT SUMMARY AND PROGRESS

(1 January 1973 - 31 March 1973)

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I. **AIRFRAME**

A. J-75P13B Engine - The installation of improved third stage turbine blades to increase engine life expectancy continued. During this quarter new blades were installed in nine engines, making a total of 31 completed. Additionally, an improved first stage turbine blade is available through commercial sources. This improved blade has been installed in one engine. Action is in process to procure and install two additional sets to test durability. It is anticipated that this modification will permit the extension of Hot Section Inspection (HSI) an additional 100 hours and Time Between Overhauls (TBO) an additional 200 hours. If this proves true, improved first stage blades will be installed in the remaining engines.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction include 10,681.7 hours on 3,290 sorties as of 31 March 1973.

2. Flight test and operational data are depicted below:

	<u>1 JAN-31 MAR</u> <u>FLIGHTS</u>	<u>1 JAN-31 MAR</u> <u>TIME</u>
1 - 051	50	127.8
2 - 053	52	134.8
3 - 054	62	168.4
4 - 055	<u>44</u>	<u>155.3</u>
TOTAL	208	586.3

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Approved For Release 2004/02/11 : CIA-RDP75B00285R000300150015-7

25X1

25X1

Section 2
Page 2

25X1

II. PAYLOAD

A. "H" Configuration - The new lens installed in "H" Serial Number 002 produced unsatisfactory results during flight test for qualification. The configuration was returned to the contractor's facility for engineering evaluation in early December. At the end of the quarter it was still in the plant.

B. "B" Configuration - The first B-3 system incorporating the new apochromatic f/8 lens was delivered on 23 March 1973. This lens satisfied the bench specification testing requirements prior to installation in the camera system. The first test flight of the B-3 was 27 March 1973.

C. Delta Research Camera - OSA is providing technical and contractual support to OSP and the NRO for the acquisition of a second f/3.5 apochromatic lens and variable slit modifications to the scan heads of the Delta camera. A fixed price contract has been accepted for the lens. OSA involvement is expected to continue until the fourth quarter of FY 1974.

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TOP SECRET

Approved For Release 2004/02/11 : CIA-RDP75B00285R000300150015-7

25X1

[REDACTED]
Section 2
Page 3

25X1
25X1

25X1

IV. [REDACTED] AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

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A. [REDACTED] Medical Activities

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1. [REDACTED] COMPASS TRIP - In February [REDACTED]
C/AMS/OSA, served as Detachment Flight Surgeon at McCoy AFB, Florida for the final COMPASS TRIP deployment. He was also able to visit the SAC Life Support facilities during this period.

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2. [REDACTED] Alcohol Study, Far East - Based on information that "Mecon", the Thai whiskey, had been found to contain wood alcohol, specimens of this and two popularly consumed Taiwan alcoholic beverages were obtained from the field and submitted to TSD and the USAF Surgeon General's Office for analysis. Reports have not yet been received.

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TOP SECRET

Approved For Release 2004/02/11 : CIA-RDP75B00285R000300150015-7

25X1

25X1

Section 2
Page 5

25X1

2. Automatic Seat Kit - The Calspan terrain radar sensing device feasibility study is presently 40 percent complete. The design engineering section indicates that the concept is sound and the only major constraint to date is in the area of miniaturization and packaging. Test flights from a helicopter will begin during the next quarter.

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3. S1010 Pilot Protective Assembly (PPA) Prototype Helmet - The first flyable model of the S1010 pressure suit helmet was delivered during March 1973 along with a modified pressure suit to mate with it. This suit was from bonded stock and sized to accommodate at least a portion of the current pilots for short flights. Test flying will begin during the fourth quarter of FY 1973 to determine pilot acceptability.

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4. RQ-225 Parachute Repack - Headquarters Life Support is considering a personal parachute repack capability for Detachment "H". At the present time five parachutes are kept operationally ready at the detachment and when due repack, which is every 90 days, they are shipped via commercial air to Lockheed Aircraft Corporation, Burbank, California. A Protective Equipment Technician who is a Master Parachutist and has previous experience in parachute repacking, has recently been assigned to Detachment "G" for further assignment to Detachment "H". If his packing technique proves to be acceptable, a considerable savings in transportation costs would be gained. Additionally, the 10 days of transit and customs delays would be eliminated.

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C. Training Activities

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Approved For Release 2004/02/11 : CIA-RDP75B00285R000300150015-7

25X1

25X1

Section 2
Page 6

2. Physiological Training at Detachment "G" - Physiological training, pressure suit chamber flights, and explosive decompressions were accomplished [redacted]

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[redacted] Both suits required some factory rework for proper fit. This has been completed and the suits are now in place at Detachment "G".

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